RVI Newsletter Issue No.8



Disuse of Ten-year Experience as the Means for Qualifying as Registered Mechanics

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RVM Newsletter

From the Editor

Disuse of Ten-year Experience as the Means for Qualifying as Registered Mechanics

The Vehicle Maintenance Technical Advisory Committee at its 18th meeting held on 7 January 2014 resolved to disuse "ten-year experience" as the means for vehicle mechanics to obtain registration. Subject to the adoption of an appropriate alternative criterion, the "ten-year experience" criterion for registration will be phased out not later than the end of 2016. This news was carried in RVM Newsletter No. 7, published in February this year, and vehicle mechanics and maintenance workshop operators were duly advised to keep themselves up to date with the latest arrangements. The same information was also disseminated by the Vehicle Maintenance Registration Unit in April by SMS messages to all registered vehicle maintenance mechanics. The phasing-out decision was conducive to improving the quality and professional status of vehicle maintenance mechanics. If they have not yet obtained the relevant qualifications or trade certificate, they should apply to the Vehicle Maintenance Registration Unit for registration or renewal as appropriate and without delay so they can beat the deadline. Once the phasing-out decision is implemented, they will no longer be able to qualify as registered vehicle maintenance mechanics on the strength of their work experience.

The phasing-out decision has been made by the Advisory Committee after careful consideration and for the sake of the development of the vehicle maintenance registration scheme. The aim is to improve the recognition of the professional status of the registered vehicle maintenance mechanics. The qualification and skills of registered mechanics as accredited by objective assessment will enable them to have greater professional respect and acceptance by society.

The use of "ten-year experience" by the Advisory Committee as a criterion for registration was originally based on the consideration that there were many vehicle maintenance mechanics who had rich experience but no certification. These mechanics were encouraged to join the Voluntary Registration Scheme for Vehicle Mechanics so as to establish their identity as registered mechanics and transit successfully to mandatory registration at a later stage.

The Voluntary Registration Scheme for Vehicle Mechanics is now in its eighth year. After years of development, it is believed that many mechanics are now familiar with the requirements for application and renewal, while still retaining their registered status. The registration scheme will celebrate its tenth year by the end of 2016. It is believed that by then the great majority of trade practitioners who wished to join the scheme on the strength of their ten-year experience will have already done so, and will not be affected by the new measure. The completion of the ten-year cycle should be an opportunity for re-launch. We should brace ourselves for new challenges and grow our strengths and progress with the scheme into the future.

WONG Teck-sun Chief Editor

Sharing

Time lies, and the Voluntary Registration Scheme for Vehicle Mechanics has been implemented for seven years. With the promotion of the scheme, there has been consensus by the industry and the public at large on the importance of professional expertise, and the responsibility that goes with it, especially where professional standards have an impact on the safety of vehicles and road users.

As the vehicle maintenance practitioners continue to improve their skills as they embrace the concept of continuing education, the Vehicle Maintenance Technical Advisory Committee has decided to disuse ten-year experience as the means to obtain registration, and a deadline has been set for this purpose. New recruits need to learn elementary knowledge to acquire the recognised qualification before obtaining registration. This will raise consumer confidence in maintenance service standards and contribute to the effort to make Hong Kong accident free.

Jacky Coke

Issue No.8

Seven years have passed since the launch of the Voluntary Registration Scheme for Vehicle Mechanics in January 2007. The scheme is now officially in the second quarter of its eighth year.

From the first day to the present, applicants may under this voluntary registration scheme qualify as a registered mechanic by meeting one of three criteria, namely, passing a trade test, being a holder of craft certificate with recent related experience of not less than five years, or having related experience of not less than ten years.

We know that the Vehicle Maintenance Technical Advisory Committee had, through numerous reviews and discussions, given careful consideration to the relevant application criteria for registration in the planning stages of the Voluntary Registration Scheme for Vehicle Mechanics. The Advisory Committee felt that the scheme should benefit trade practitioners without affecting their livelihood. That was why we sought to enable all vehicle maintenance mechanics at all levels, including those highly experienced but without craft certificates, to successfully register and make the transition by introducing the criterion of "recent and related experience of not less than ten years" in the first place.

The decision to allow mechanics with ten years related experience to qualify as registered mechanics was an exercise of discretion. In terms of the licensing of technicians in the other trades in Hong Kong, we don't see the practice of allowing practitioners to qualify as a registered professional entirely on the strength of their work experience. Indeed, the norm is rather to require applicants to pass relevant assessment tests, with certificates to prove, on top of their work experience. This requirement will inspire greater public confidence in the vehicle maintenance trade to the betterment eventually of the professional image and status of the trade.

Since last year, the Voluntary Registration Scheme for Vehicle Mechanics has been in the registration renewal cycle again, which happens once every three years. It is believed that the majority of practitioners who needed to qualify as registered mechanics on the strength of their ten-year experience would have already done so over the past seven years. As for mechanics with experience of less than ten years, it is hoped that they can take advantage of the last opportunity to apply for registration and receive the professional certification recognised by the government.

The Advisory Committee is still considering what alternative criteria to adopt following the disuse of the registration criterion of ten-year experience in the near future. But considering the present requirement to produce evidence of 20 CPD hours, when there was no similar requirement in the past, to support the registration application, what is certain is that requirements for applicants will become more stringent, particularly following the enactment of a mandatory registration scheme to replace the voluntary registration scheme.

Mechanics who are confident they can pass the trade test of course have no cause to worry, nor do mechanics who are new to the trade but have nonetheless trained at the Vocational Training Council and received proper certification. But those folks who have not renewed their expired registration or who have only related experience of ten years and are still unable to make up their mind to make their application—they should be the ones who should be doing some hard thinking. It is hoped that folks of the trade should look out for folks who are in the trade but not yet registered or renewed their registration, and advise them to make their applications without delay to plan for their future.

MAN Yuen-ling



RVM Newsletter

Latest Developments of the Registration Scheme



The Vehicle Maintenance Technical Advisory Committee has decided to disuse the criterion of "ten-year experience" as the means for vehicle mechanics to obtain registration from the end of 2016. Vehicle mechanics who wish to register or who have yet to register on the strength of their working experience should submit their applications for renewal or registration as soon as practicable, before the "ten-year experience" criterion is disused for the purpose of registration.

With effect from 1 January 2013, all registered vehicle mechanics applying for renewal of registration must submit copies of their Continuing Professional Development (CPD) training records (e.g., attendance certificates or in-house training records) together with the application form. To facilitate the recording of training information, registered mechanics may download a Record of Continuing Professional Development from the EMSD website. The completed and signed record form will suffice as documentary proof. (The Record of Continuing Professional Development can be downloaded from http://www.emsd.gov.hk/emsd/c_download/sgi/CPD_record_form.pdf)





A promotional poster (20m x 4m) showing the logo and slogan of the Vehicle Maintenance Workshops Charter has been displayed on the exterior wall at 7/F of the EMSD Headquarters facing the southbound lanes of Kwun Tong Bypass since April.

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極速汽車器務有限公司	↑原理 世典中公2-2世末前 工業中公2-2世末前	2243 2988 W.E	高寶車行 商品汽車有限公司(館田)	元斯 日本日本日	2455 3602 M 2486 05 F1 SC 81	服務類別的腳碼。	允明	
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*熙電工程署一重錦工程分引	THE BRESS	3155 41845 M.Fr.	捷信汽車維修站有限公司	Linde Wall	2470.3288 ₩	200 京旗工作	37 原育贸易工作	

3











The advertisement for the workshops charter scheme has been carried on 123 double decked buses, two trams, bus stop lightboxes and in two car magazines since the end of 2013.

Arrangement has been made for printing 300,000 pamphlets featuring the name and profile list of signatories to the charter for distribution to car owners, drivers and members of the public at tunnel toll booths, filling stations and the Transport Department in April, with a view to further promoting the charter scheme. The pamphlet is attached as centre spread to RVM Newsletter Issue No. 8.

Information on the number of registered vehicle mechanics:

Number of vehicle mechanics in the vehicle servicing sector in 2012 9,420

Note 1 2012 Manpower Survey Report by Automobile Training Board

Number of registered vehicle mechanics (as of March 2014)

7,146

Information on the number of workshops which have become signatories to the Vehicle Maintenance Workshops Charter Scheme:

Number of workshops which have applied to join the charter scheme 472

Number of workshops which have successfully become signatories to the charter 327

Signatories to the Vehicle Maintenance Workshops Charter are listed on the EMSD website for public information together with information such as the service classes they provide.

(About the Charter: http://www.emsd.gov.hk/emsd/eng/sgi/vlntry_vmrs_chrtr.shtml)

(Charter Subscriber List: http://www.emsd.gov.hk/emsd/e_download/sgi/CharterWorkshop.pdf)



RVM Newsletter

Auto Update

Introduction to Euro VI diesel engines and after-treatment systems (I)

Main contents:

● Euro VI emission requirements
 ● Introduction to EGR system
 ● Introduction to after-treatment systems
 Emissions from internal combustion engines

Nitrogen oxide (NOx)

- Consist of nitric oxide (NO) and nitrogen dioxide (NO2).
- Formed when nitrogen reacts with oxygen under high temperatures (such as combustion). Mainly produced by diesel engines under high load conditions.
- Hazards:
 - O They irritate human lungs, and may cause bronchitis, pneumonia and weakened immunity of respiratory system.
 - O They may combine with other compounds to form acid rain.
 - O They may react with hydrocarbon in the sun to produce ozone in photochemical smog.

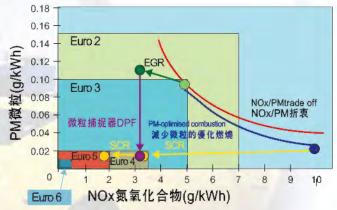
Particulate matters (PM)

- Accumulated particles collected from filter after exhaust gas are diluted and flows through the filter. Mainly
 include carbon granules, heavy hydrocarbons in fuel and engine oil, sulphate, nitrate and ash.
- Carbon granules (soot) are formed due to inadequate air or low combustion temperatures, which leads to incomplete combustion of free carbon.
- Hazards:
 - O Tiny particles can penetrate into the deepest part of lung and accumulate for a longer period of time. They may aggravate respiratory illnesses (asthma, bronchitis), weaken pulmonary function and immunity, and lead to organic diseases of lung tissue and damage to foamy macrophages.

Introduction to Euro VI emission requirements:

Euro Standard	Year	NOx	PM	CO	НС
Euro I	1.4.1995				1.1
Euro II	1.4.1997			4.0	10000
The second second second				100000	200
Euro III	1.10.2001	-	lim contract		1000000
Euro IV	1.10.2006				
Euro V	1.6.2012	2.0	0.02	1.5	0.46
Euro VI	1-9-2016*	0.46	0.01	1.5	0.13

Emissions are expressed in terms of g/kW-hr. *31-12-2013 EU



- Introduction to EGR system
- Exhaust gas recirculation (EGR) is a method for reducing emissions of nitrogen oxide by recirculating a portion of an engine's exhaust gas back to its combustion chamber through an induction system.
- The most important emission reduction function of the EGR is to lower the peak combustion temperature of diesel. The mechanisms leading to lower peak temperature can be divided into the following categories:
- i) Dilution effect
- ii) Dilution effect reduces the amount of fresh air, and oxygen, entering the induction system;
- iii) Thermal energy effect
- iv) Thermal energy effect occurs wholly because of an increase in the average specific heat capacity of usable gases in combustion area. Added mass effect is a dilution effect produced by added substance entering an induction system. These two effects account for the changes in the absorption of thermal energy of nonreac tive gases in combustion chamber;
- v) Chemical effect
- vi) Chemical effect allows exhaust gas to consume thermal energy while absorbing thermal energy and reacting in the process of dissociation, so as to lower combustion temperatures.

57	123		112								
Q1		erion of "ter an the end o		erience	e" throug	gh which ve	hicle m	nechanics can ol	btain registra	tion will be phased	out not
	A	2014		B	2015		C	2016	D	2017	
Ω^2	Which o	of the followin	ng is not a	reasor	for phas	ing out the	"ten-y	ear experience"	criterion for	obtaining registrat	ion?
QZ	A	Enhancing	the qualit	y of re	gistered	vehicle m	echani	cs			
	В	Enhancing	the profe	ssional	status o	f registere	d vehic	le mechanics			
	C	The majorit	y of trade	practi	tioners w	ho needed	d to qua	alify as register	ed mechani	cs on	
	D	the strength						istered ias been reacht	ed		
00										se mechanics wh	o have
Q3		d on the stre	-				ion one		tration of the	ose mechanics with	Ullave
	A	become inv	alid with	immed	liate effe	ct	C	continue to be whether a re	oe valid, reg enewal of reg	ardless of gistration will be m	ade
	B	remain valid which the re	d for three egistratio	e years n will e	s, after expire		D	continue to be registration in			
Q4	The mo					ction of a of		engine's EGR (exhaust gas	recirculation) sys	stem is
	A	increase th the induction			h air ent	ering	C	reduce the a of usable ga	verage spec ses in comb	cific heat capacity ustion area	1
	В	lower the p of diesel	eak comb	oustion	tempera	ature	D	allow exhaus while absorb of dissociation	ing heat and	lenish thermal end d reacting in the p	ergy Process
05	Which o	of the followi	ng hazard	ds is no	ot directly	related to	the nit	rogen oxide pro	oduced by a	diesel engine?	
Q5	A	cancer		B	bronchit	is	C	acid rain	\mathbf{D}	ozone	
	Hov	v to pa	artic	ipa	te?						
	Pleas	e complet	te the fe	orm b	elow,	circle the	e cori	ect answers	s, and se	nd it to the Ve mru@emsd.go	hicle v.hk).
	Que	stion		Ans	wer		Na	ame:			
		1	Α.	В.	С.	D.		Y			
		2	Α.	В.	С.	D.	_ Ve	hicle Mechanic	Registration	No.: VM	
		3	Α.	В.	С.	D.	_ Er	nail Address:			
		4	Α.	В.	С.	D.		_			
		5	Α.	В.	С.	D.	_ Co	ontact Telephon	e No.:		
	ed by – Only	lottery if m registered v	nore tha ehicle me	n 10 p chanic	particip s with val	ants give	corre	ect answers t	to all the question to the contract the contract to the contract the c	than once in each	

Result of the prize quiz in RVM Newsletter Issue No. 7

winners will also be notified by the Vehicle Maintenance Registration Unit individually.

The answers of the prize quiz in RVM Newsletter Issue No.7 are as follows:

Question 1 2 3 4 5

Answer B C A D A

The ten winners who gave correct answers to all the questions and drawn by lottery are:

CHEUNG Kam Shing (VM 0043515), JUNG Kwok Chun (VM 0078564),

HO Hung Cheong (VM 0039259), NG Pak Yeung (VM 0072208),

HO Kin Wing (VM 0020959), CHUNG Ho Ming (VM 0105539),

- The correct answers and list of prize winners will be announced in the next issue of the RVM Newsletter. Prize

LEUNG Chi Keung (VM 0082944), IP Kin Wing (VM 0014468), LING Wan Fung (VM 0015326), TAM Wai Ming (VM 0097282).





Issue No.8

Some of the Training Institutes Providing Continuing Professional Development Courses for Vehicle Mechanics (in random order)

Name of training institute	Website / Contents	Enquiry Tel. No.	
Traffic Services Employees Association	http://www.facebook.com/tseahk Courses for May to July 2014 are now open for enrolment. Topics covered: operation of the power system of environment-friendly electric vehicles, operation of the full pneumatic brake system, evolution of gearbox and application of new maintenance techniques, basic operating principles of Euro-IV and Euro-V power systems, conducting research online for new information on vehicle maintenance techniques, and basic operating principles of the intelligent brake system. For details, please visit the above website or call the enquiry telephone number.	2575 5544	
Pro-Act Training and Development Centre (Automobile)	http://www.pro-act.edu.hk/automobile A seminar for the automobile trade will be held on the evening of 25 July 2014 (Friday). Admission is free. Please complete the attached enrolment form and send it to the organiser before 30 May.	2441 1312	
The Institute of the Motor Industry Hong Kong	http://www.hkimi.org.hk The Institute is organising a series of automotive e-Learning courses in conjunction with the Electude Company of the Netherlands. Enrolments will be called for every month. Online guidance and assessments are available during the learning period. Participants will receive a CPD certificate on completion of a course. For details, please visit the above website or call the enguiry telephone number.	2625 5903	
Hong Kong Vehicle Repair Merchants Association Limited	http://www.hkvrma.com.hk/training/index.html	2399 7977	
Hong Kong Vehicle Repairing Industry Employee General Union	http://www.VrUnion.hk	2393 9955	
Occupational Safety and Health Council	https://eform.oshc.org.hk/course/tchi/course/CourseDetail.asp?Coul D=463	2311 3322	
The Society of Operations Engineers (Hong Kong Region)	http://www.soe.org.hk/events.asp	2617 0311	

Gentle Reminder

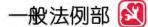
Please watch out for each issue: it helps you catch up on the development of the registration scheme, acquire hours of continuing professional development, and enhance the quality of service.

Each issue can be downloaded from the EMSD website at: http://www.emsd.gov.hk/emsd/chi/sgi/vmrs_pub_news.shtml For enquiries, please contact the EMSD Vehicle Maintenance Registration Unit

(Fax: 3521 1565; Email: vmru@emsd.gov.hk; Tel: 2808 3867 or Citizen s Easy Link at 1823)

Editorial Board Members

Mr WONG Teck-sun (Chief Editor), Mr FUNG Ming-kong, Mr LAI Chi-wah, Mr LIU Tat-ming, Mr WONG Yiu-kwong, Miss MAN Yuen-ling, Mr TAI Tak-chung and Mr LAW Ko-ming.





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